

RFP #2016-01 - Pavement Support Program**Question #1:**

How do you submit a budget for this project? Will it be for 1 year or 3 years?

Answer #1:

3 years.

Question #2:

What is the DBE criteria for this RFP?

Answer #2:

A goal of 12.49% of total contract dollar amount set for this RFP. If the contractor can't find any qualified DBEs for any task listed on the proposal they should provide detailed information describing the good faith effort made to identify a DBE.

Question #3:

How many time/budget extensions are given for this project?

Answer #3:

According to 2 CFR 200, a maximum of 1 time extension of up to 12 months will be provided with proper justification.

Question #4:

What type of deliverables are required for this project?

Answer #4:

See Section 3-5 in the RFP for the deliverables requirement, in general, it is highly anticipated that readily implementable tools.

Question #5:

What is the basis for proposal selection?

Answer #5:

Please see 2003 Research Process for Proposal Evaluation Criteria.

Question #6:

What do you mean by risk assessment?

Answer #6:

Please see 2 CFR 200.331 - requires consideration of risk when awarding funds.

Question #7:

How should sub-contractor selection be done?

Answer #7:

If a sub-contractor is required for any task of this RFP, the sub should be selected based on a competitive bidding process and details should be shared with NJDOT.

Question #8:

Are we allowed to use firms on the UPC list that are not certified by the NJDOT, but are certified by the PANYNJ or NJ Transit?

Answer #8:

Yes, NJDOT participates in a joint certification effort so any firms certified by other partners in the UCP (Port Authority or NJ Transit) are considered to be certified by NJ DOT too.

Question #9:

Are ESBE firms considered a good alternative to meet the 12.49% requirement?

Answer #9:

This depends on how the goal was set. If the goal was set as a "DBE goal", only "certified DBE firms" can be counted toward the goal. If the goal was set as an "ESBE goal", either certified "ESBE firms" or "DBE firms" can count toward the goal attainment.

RFP #2016-02 Local Technical Assistance Program

Question #1:

At present, load posting of all public roads in New Jersey remains under the control of the Commissioner of Transportation in accordance to the most recent N.J.S.A. 13:18. All commercial vehicle access and permits for overweight and over dimensional commercial vehicle, including ocean borne containerized cargo multiple trip permits, are managed by NJDOT and NJMVC in accordance with N.J.S.A.'s 13:18-1, 16:27, 16:32, and 39:3-84. There are currently no roadway bonding requirements for permit motor carriers in the previously mentioned statutes, as well as no provision for local road agencies to implement such a requirement. The cost to repair damaged roads from permit vehicles is through civil action by the road agencies.

The only reference to local performance maintenance guarantees or surety bonds for New Jersey Municipalities are for land developers under N.J.S.A. 40:55D-53.5, New Jersey Municipal Land Use Law. These maintenance guarantees cover all work items in the subdivision or commercial development and not limited to a new municipal road.

Task A states that under the task, Provide Maintenance Training, which this includes a maintenance training session on Posting and Bonding of Local Roads. At the current time it appears New Jersey Statutes do not provide for a system allowing local road agencies to post and bond their roads against damage from commercial vehicles traveling on their roads. Many local roads may be load posted to discourage truck use, however they are typically designed for and allow heavy commercial vehicles for local deliveries. Please clarify if this training session will be based on a pending State Statute for local roads?

Answer #1:

Considered as an option. Although New Jersey does not currently have a pending State Statute for Posting and Bonding of Local Roads, our NJDOT Commissioner is reviewing all avenues to providing funds for our Transportation Trust Fund (TTF), which also funds local road maintenance. Annually, the TTF provides \$175 million in State Aid to municipalities and counties for local transportation improvements.

NJDOT workforce is providing our Commissioner with various creative funding solutions. Pursuing a NJ Statute of Posting and Bonding Local Roads might be one of the many options our Commissioner may consider in lieu of raising the gasoline tax.

Our neighboring agency Penn DOT, has posting and bonding policies and procedures in place that require heavy haulers to be financially responsible for excess maintenance on the roads they use to help protect municipal infrastructure, federal, state and local taxpayers. The bond amounts are not to repair the entire road, they are a form of security to ensure the road continues to be maintained and that the damage caused by heavy haulers does not occur beyond 75% of their calculated local road usage bond. Secondary and rural roads were not designed to support the weight they presently carry.

Question #2:

Task F, Local Safe Roads Program specifies direction by the NJDOT Bureau of Maintenance and Operations. Will there be coordination with the NJDOT Bureau of Transportation Data and Safety?

Answer #2:

Yes, anticipate cross collaboration across several NJDOT units.

Question #3:

Multiple times in the proposal, the RPF states: *The Selected University will not perform studies or other engineering work that would normally be handled by consulting engineers.* (Noted in Tasks B, D, F).

In Task E, however, it is requested that The Selected University provide: *“enough details of proposed improvement so that it can be constructed/deployed by municipality/contractor/NJDOT maintenance force”*; and *“Provide approximate estimated cost of each item”*.

Can NJDOT clarify the level of required detail anticipated to be provided in Task E (e.g. engineered designs & specs, edited sketches/photo-simulations, basic concept sketches, MUTCD-compliant work orders, etc) to ensure a successful deployment of an improvement? Additionally, what level of detail is anticipated for cost estimates (e.g. engineer’s estimate, basic High/Mid/Low (order of magnitude) estimate)?

Answer #3:

This language is pro forma for new RFPs. NJDOT does not want to bear the risk of an organization performing work that they have not been prequalified to perform. Design or construction services should be routed through the Professional Services Process. Assuming the scope of services in Research requires any related work, a University would likely partner with a sub-consultant and they would provide such an estimate. The detail should be commensurate with the scope of services and objectives of the study.

Question #4:

Task G, Coordination and Development of Communication and Marketing Activities reads that “The Selected University will publish a technical newsletter and distribute it on a quarterly basis to all Pennsylvania municipalities and selected NJDOT organizations.” Is there intent to mail this newsletter to municipalities in Pennsylvania?

Answer #4:

No.

Question #5:

Under 3-3. Requirements, items “D” and “E” reference there is a NJDOT LTAP website and web-based database (specifically, NJDOT E-prompts) to be used for tracking and training requests. Is the NJDOT going to be responsible for the functionality and maintenance of this website and is it expected to be fully operational to begin use at the start date of January 1, 2016 performance period?

Answer #5:

For the purpose of preparing the proposal assume it will be. As it will be at least partially functional.

Question #6:

Does the study period include year 2011 to 2015? The RFP states that the analysis will be based on the past five-year data and we wonder whether the 2015 data should be included?

Answer #6:

Yes; 2015 data should be included in the 2015 report as the report is completed the following year. Report completion will then be dependent upon when all of the 2015 data will be available.

Question #7:

Does the analysis include all modes of transport (highway, truck, air, maritime and pipeline) or focus on certain modes?

Answer #7:

Yes it should include all modes of transport.

Question #8:

Should we include training topics in the proposal?

Answer #8:

Yes.

Question #9:

Will we be able to include additional tasks in subsequent years?

Answer #9:

We will revisit the work program each year and include any new initiatives or tasks as needed.

Question #10:

Should we provide Safety Training to municipalities as well as the counties?

Answer #10:

Yes, we will charge Counties and Municipalities a nominal fee to attend the courses and Consultants will be charged the full price of the course.

Question #11:

Where municipalities are referenced, does it also include Counties?

Answer #11:

Yes.

Question #12:

Do we need to publish a technical newsletter?

Answer #12:

Yes, we would like the technical newsletter published and mailed to public officials and select NJDOT organizations.

Question #13:

Should we include the cost of a printed Newsletter?

Answer #13:

Yes.

Question #14:

What is the DBE criteria for this RFP?

Answer #14:

A goal of 12.49% of total contract dollar amount set for this RFP. If the contractor can't find any qualified DBE for any task they listed on proposal should provide detailed information describing the good faith effort made to identify a DBE.

Question #15:

Should we be using DBE's from NJDOT's approved list only or is it ok to use DBE's from NJ Transit or the Port Authority?

Answer #15:

Applicants can use DBE's from the Unified Certification Program list. This list includes instate, out-of-state, NJ Transit and Port Authority New York & New Jersey certified DBE's.

Question #16:

Are ESBE firms considered a good alternative to meet the 12.49% requirement?

Answer #16:

This depends on how the goal was set. If the goal was set as a "DBE goal", only "certified DBE firms" can be counted toward the goal. If the goal was set as an "ESBE goal", either certified "ESBE firms" or "DBE firms" can count toward the goal attainment.